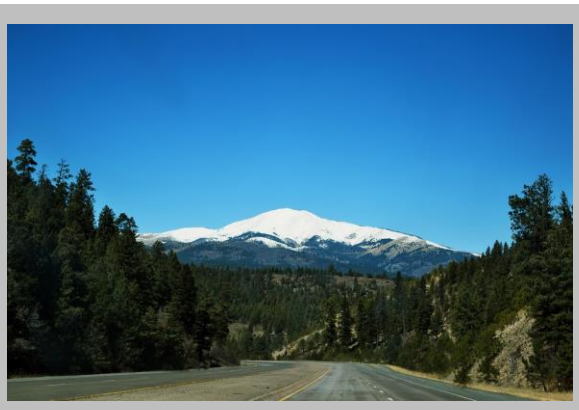
GSCCC September/October 2020 Newsletter

Granite State Clean Cities Coalition (GSCCC) September/October 2020 Newsletter



Hi everyone ~

I hope you are all staying warm and healthy as we move into the colder months. We've had two snow days so far this season, and it's only just begun!

Although many things are out of our control right now, there's one thing we can be sure of. Now more than ever, alternative fuels are key benefits to cleaner air and a stronger economy!

So, we will continue to move forward and support the transition away from gasoline and diesel to biodiesel, natural gas, electric, propane, and more.

Thank you for being part of the movement!

~Jessica

DERA Funding Available

The NH Clean Diesel Grant Program, which uses EPA DERA funding, is accepting project proposals until 4PM on Monday, November 16th. If funding remains, proposals submitted after November 16, but by 4PM on Tuesday, January 19, 2021 will also be considered.

Approximately $750,000 is available!

Eligible projects include replacing older diesel vehicles, engines and equipment operating in NH.

Projects transitioning to alternative fuels are encouraged!

This program is administered by the NH Department of Environmental Services. Visit the DERA Project webpage for the official Request for Proposals (RFP) and Application documents:

Visit the DERA Project webpage

GSCCC is providing education on permitting best practices for electric vehicle charging station installations in NH!

This training is open to:

- NH Code Enforcement Officials
- Electrical Inspectors
- Town Planners/Zoning officials
- Planning Commissioners and staff
- Municipal and technical staff

Permit Streamlining Training Webinar for:

Electric Vehicle Charging Station (EVSE) Installations

Friday, November 13th

10:00 AM – 11:30 AM

Special Online Training developed for:

⇒ NH Code Enforcement Officials

⇒ Electrical Inspectors

⇒ RPC Commissioners/Staff

⇒ Municipal/Technical Staff

Position your town for EV infrastructure investments!

On Friday, November 13 at 10 AM, Strafford Regional Planning Commission will host a special webinar on permitting EV charging stations.

Presenters: Jessica Wilcox-NH Dept. of Environmental Services/Granite State Clean Cities Coalition, plus James Penfold-EV LaunchPad & Sean Tully-Eversource

Click here to register

Granite State Clean Cities

Is your community welcoming Electric Vehicles (EV) and charging stations? In New Hampshire, EV sales increased more than 25% from 2018 to 2019, a trend expected to continue as new models are

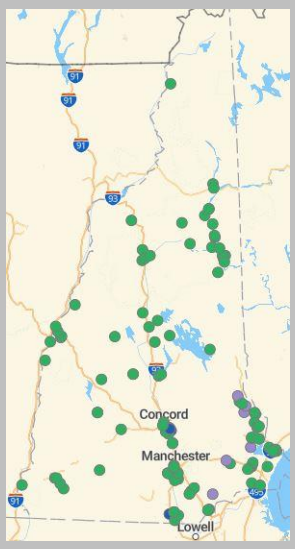
made available. Automakers, private industry, and states are driving forward with efforts to electrify transportation and travel.

For NH communities, these investments can be stymied by delays or confusion associated with local permitting requirements. To inform communities on these issues, Strafford Regional Planning Commission will host Jessica Wilcox, Granite State Clean Cities Coordinator at the NH Department of Environmental Services, James Penfold, EVSE installer & Co-founder of EV LaunchPad, and Sean Tully, EV Infrastructure Project Lead for Eversource's Make Ready Program in Massachusetts via zoom presentation to inform attendees on permitting EV charging stations on Friday, Nov. 13 at 10 a.m.

This special online training is for NH Code Enforcement Officials, Electrical Inspectors, RPC Commissioners and staff, and other municipal and technical Staff. Jessica, James and Sean will be providing practical planning and permitting best practices to help towns and cities best position themselves for EV infrastructure investments.

Register for the Training

Alternative Fuel Corridor Update: Round 4 Designation



In New Hampshire (NH), we have fueling stations in place for vehicles that run on compressed natural gas (CNG), and propane (LPG), as well as charging stations for electric vehicles (EVs). However, in order to enable additional fleet transitions to alternative fuels, we need more!

The US Department of Energy's **Alternative Fuel Data Center (AFDC)** identifies 124 alternative fueling and charging stations in NH:
-- CNG = 3
-- EV = 112
-- LPG = 9

Note: if you are aware of others, please let me know, or click this link to **Submit a New Station**.

If you are contemplating opening a CNG or LPG station, or installing an EV charging station, siting is likely on your mind. You will want to locate your station where it is readily accessible to the highest amount of traffic. That's where NH's Alternative Fuel Corridor Designations come in.

In 2015, the Fixing America's Surface Transportation Act, or "FAST Act," was signed into public law. **Section 1413** of the law calls for the Secretary of Transportation to designate national EV charging and CNG, LPG, and Hydrogen fueling corridors.

The process is designed to aid in identifying the near- and long-term needs for, and locations of, charging and fueling infrastructure at strategic locations along major national highways. The intent is to improve the mobility of passenger and commercial vehicles that employ alternative fueling technologies across the US.

GSCCC, in collaboration with the NH Department of Environmental Services (NHDES) and NH Department of Transportation (NHDOT), is participating in this corridor designation process. The process enables state and local agencies to nominate alternative fuel corridors and support the installation of **alternative fuels corridor identification signs**.

In 2016, 2018, and 2019 NHDES collaborated with NHDOT to nominate corridors. These nominations were reviewed by the Federal Highway Administration (FHWA) and designations were made. To make a nomination, we had to evaluate our principal highways against federally set criteria to determine if they were "Corridor-Ready," (met all of the requirements and are

ready for signage), or “Corridor-Pending,” (met some of the requirements, but need additional infrastructure before they are ready for signage).

Infrastructure Coverage Criteria

Fuel/ Technology	Corridor-Ready[a] NHS Segment has...	Corridor-Pending[b] NHS Segment has...
EV Charging[c]	Public DC Fast Charging no greater than 50 miles between one station/site and the next on corridor, and no greater than 5 miles off the highway. Additionally, each DC Fast Charging site should have both J1772 combo (CCS) and CHAdeMO connectors.	Public DC Fast Charging stations separated by more than 50 miles. Location of station/site- no greater than 5 miles off the highway.
Hydrogen[d]	Public hydrogen stations no greater than 100 miles between one station and the next on the corridor, and no greater than 5 miles off the highway.	Public hydrogen stations separated by more than 100 miles. Location of station- no greater than 5 miles off the highway.
Propane[e]	Public, primary propane stations no greater than 150 miles between one station and the next on the corridor, and no greater than 5 miles off the highway.	Public, primary propane stations separated by more than 150 miles. Location of station- no greater than 5 miles off the highway.
CNG	Public fast fill, 3,600 psi CNG stations no greater than 150 miles between one station and the next on the corridor, and no greater than 5 miles off the highway.	Public, fast fill, 3,600 psi CNG stations separated by more than 150 miles. Location of station- no greater than 5 miles off the highway.
LNG	Public LNG stations no greater than 200 miles between one station and the next on the corridor, and no greater than 5 miles off the highway.	Public LNG stations separated by more than 200 miles. Location of station- 5 miles or less off the highway.

In 2016, FHWA approved a regional nomination including NH’s **Interstate 93** and **Interstate 95** as “EV Ready” Corridors and **Interstate 89** as an “EV Pending” Corridor. In 2018 and 2019, we submitted nominations to expand the designations to cover 12 corridors.

This June, we received notification of our latest corridor designations. Shout out to Mike Scarpino of the US DOT Volpe Center for his assistance and guidance – *with Mike also being a NH resident, he’s been an indispensable resource!*

I-89

- *EV Pending* from Lebanon to Concord (2016)
- *CNG Pending* between the I-89/I-93 interchange in Concord and the NH/VT border (2019)
- *LPG Pending* between the I-89/I-93 interchange in Concord and the NH/VT border (2019)

I-93

- EV Ready from the NH/MA border to the NH/VT border (2016)
- LPG Ready from the NH/MA border to Concord (2018)
- *LPG Pending* from Concord to the NH/VT border (2018)
- CNG Ready from the NH/MA border to Concord (2018)
- *CNG Pending* from Concord to the NH/VT border (2018)

I-95

- EV Ready from the NH/MA border to the NH/ME border (2016)
- *CNG Pending* between the NH/MA border and the NH/ME border (2019)

- *LPG Pending* between the NH/MA border and the NH/ME border (2019)

F.E. Everett Turnpike (The Central Turnpike)
- EV Ready from the NH/MA border to Bedford (2018)
- *EV Pending* from Bedford to Concord (2018)
- CNG Ready from the NH/MA border to Concord (2018)

Spaulding Turnpike/NH SR-16
- *EV Pending* from Portsmouth at the intersection of SR-16/I-95 to the NH/ME border (2018)
- *LPG Pending* between the I-95 interchange in Portsmouth and Rochester (2019)

NH SR-11
- *EV Pending* from New London at the intersection of SR-11/I-89 to Claremont at the NH/VT border (2018)

NH SR-12
- *EV Pending* from Claremont to the NH/VT border (2018)

NH SR-101
- *EV Pending* from Hampton to Keene at the intersection with SR-101/SR-9 (2018)
- LPG Ready between Epping and Manchester (2019)
- *LPG Pending* between the SR-101/I-95 interchange in Hampton and Epping, and between Manchester and the SR-101/SR-9 interchange in Keene (2019)

US-2
- *EV Pending* from the NH/VT border to the NH/ME border (2018)

US-4
- *EV Pending* from Dover at the intersection of US-4/SR-16 to Concord at the intersection of US-4/I-393 (2018)

NH SR-9
- *EV Pending* from Hopkinton at the intersection of SR-9/I-89 to the NH/VT border (2018)

US-302
- *EV Pending* from Bethlehem at the intersection of US-302/I-93 to the NH/ME border (2018)

You can also view the nationwide FHWA corridor designations at the links below:

- **Corridor-Ready Alternative Fuel Corridors (2019-Round 4)**
- **Corridor-Pending Alternative Fuel Corridors (2019-Round 4)**

With the designation of alternative fuel corridors, FHWA is supporting the buildout of a national network of alternative fueling and charging infrastructure. However, designations alone don't accomplish this … therein lies the opportunity for you/our Coalition. We need to fill the gaps of our "pending" corridors and highlight new stations to further the adoption of alternative fuels.

The existing alternative fuel stations on these designated corridors are being promoted. We have worked with the NHDOT to finalize a Corridor Signage Plan. Signs have been manufactured and installation has begun.
In order to expand the range for alternative fuel vehicles, it's important that we strive to move our "pending" corridors to "ready."
Are you planning an alternative fuel/charging station project in your community?

GSCCC has the resources to help, let me know if you need:

- Siting & Design Tools & Guidance
- Technical Response & Problem Solving Assistance
- Ribbon Cutting/Press Event Planning Support

Overall, we offer these corridor designations as a guide for fleets, businesses, towns and cities to identify and prioritize sites that support travel in and around our beautiful state!

Propane School Buses Primed for Volkswagen's Environmental Mitigation Trust Funding

Todd Mouw, President of ROUSH CleanTech, recently shared the following article:

"Nearly four years ago, the Volkswagen diesel emissions scandal erupted. It led to a settlement of over $14 billion with $2.9 billion earmarked for the

Environmental Mitigation Trust (EMT) to fund projects that reduce nitrogen oxides — harmful emissions regulated under federal air quality standards because they are known to be harmful to human health and to the environment.

Since then, states have slated over $234 million of EMT funds for “clean diesel” projects. In comparison, electric has seen about $284 million of the funding. Propane and natural gas are well behind with only $44 million and $33 million, respectively.

Diesel may have its place as a transportation fuel, but not in heavy idle, start-stop applications, such as school bus, public transit, and food and beverage delivery, to name a few examples. In fact, in stop and go driving conditions, propane buses emit 96% less NOx than diesel buses. And, in a dollar-for-dollar comparison, school buses fueled by propane autogas reduce NOx the most — making them 93% more cost effective than diesel.

That’s why propane school buses have presented a strong EMT funding opportunity. Here are some of the success stories:

- Iowa: Almost $8 million is going toward propane autogas school buses. In two rounds of funding, there has been 73 buses fueled by propane allocated — the most of any fuel type in the state, including clean diesel and electric.
- Tennessee: 10 school districts, five of which are new to propane, will receive propane autogas school buses. In total, over $4 million is slated for 65 propane autogas buses.
- New Hampshire: *Manchester Transit Authority* added 14 propane buses with EMT funding, which its governor said will serve as a model for other similar projects in the state.
- Indiana: In phase one of funding, eight school districts were granted over $1.5 million toward the purchase of 60 propane school buses.

There are still **EMT funding opportunities** available in many states for school districts, school bus contractors and transit agencies, among others, to cover almost the entire cost of a new propane vehicle."

Additional School Bus Funding Opportunity:

Diesel school bus replacements are an eligible project type for NH Clean Diesel Grant Program (DERA) funding!

Proposals for transitions from diesel to alternative fuel, such as propane, are also encouraged!

This program is administered by NH Department of Environmental Services - email me for more info: Jessica.Wilcox@des.nh.gov

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$0.50/GALLON ALTERNATIVE FUEL EXCISE TAX CREDIT

A tax credit of $0.50 is available for alternative fuel - such as natural gas and propane - that is sold for use or used as a fuel to operate a motor vehicle.

Click below for information:
Alt Fuel Excise Tax Credit

You might also be interested in …

- **Is Biodiesel a Good Choice for Diesel Engines?**
- **Natural Gas: Bringing Clean Fuel Where it is Needed Most**
- **Propane Education & Research Council (PERC): Propane Straight Talk Video Series**

Upcoming Webinars:

Sustainable Fleet Technology Series:

- **Tuesday, November 10: Sustainable Fleet Analytical Tools & Information for Fleet Decisions**
- **Wednesday, November 18: Potential Impacts of Connectivity/Automation Technology**
- **Wednesday, December 2: Idle Reduction an Easy Win**
- **Wednesday, December 16: Change Management to Remove Resistance & Roadblocks**

Social Media Appeal - *Have you "liked" us?*

Are you on Facebook? Interested in what the Coalition has to say? Join the alternative fuel/advanced tech vehicle conversation, visit our **Facebook page** and click the link to "LIKE" us – 232 likes and counting!

Help us grow our following by:
1. "Liking" our page from your Facebook account.
2. If you think you've liked the page already, double-check – Did you know that "like" and "follow" are NOT the same thing? Some of you may have "followed" the page but still need to hit that thumbs-up button.
3. On our page, click on the "Invite Friends" button on the right-hand side. You'd be surprised how many people will like us with just that little nudge!
4. ... *and share our posts!*

Thank you for reading – if there's something you'd like to see, say or share drop me a line: Jessica.Wilcox@des.nh.gov

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